

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,340 號拾肆百叁千叁萬壹第 日玖十月十年六十二緒光 HONGKONG, MONDAY, DECEMBER 10TH, 1900. 禮拜一 號十月式十年百九千壹英港香 PRICE \$2½ PER MONTH

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(REGISTERED).
A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
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The sale of this good Scotch increases month
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FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central
Hongkong, 26th July 1897.

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& CO.'S

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"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

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WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every ten minutes

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0.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

7.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May 1899.

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CYCLE
EMPORIUM.

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a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
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Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

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Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
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PORTLAND CEMENT.

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\$3.00 per Bag of 250 lbs. net ex Factory.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavor.

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A natural and most pleasant wine to the taste.

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SIMPLE AERATED WATER. SODA WATER.

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DESIGNS & PRICES on APPLICATION

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with the highest class of JAPANESE
BUNKER COAL.

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Special Attention paid to the Comfort of
Guests.
Cuisine excellent, under Experienced Man-
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Terms Moderate.

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THIS HOTEL is situated in a quiet
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The building stands on an eminence, giving a
magnificent view of the Harbour and the
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which there is a regular ferry service to Hong-
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The Cuisine is Excellent.

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Hot and Cold Water throughout
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Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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of BOARD and ATTENDANCE.

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A FIRST CLASS HOTEL of 46 Bed-
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The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent, under Experienced Man-
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Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
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Hongkong, 10th November, 1900. [2581]

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Toko Cotton Spinning Mills,
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Hongkong, 19th August, 1899. [2578]

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Hongkong.

Hongkong, 27th July, 1897. [187]

OUR PARIS LETTER.

Paris, 10th November.

The Legislature formally met for the despatch of business, but a few days must yet elapse before testing the importance of the rows and possible free-fights. The session may be said to have opened like a lamb, but raging lions are everywhere on the prowl. There are no less than fifty questions down on the order book, which the Premier (luckily) affirms will be faced. Besides, there is nothing like a courageous offensive when in a close contest. But the Minister, let it be clearly understood, insists that the Budget must be first of all discussed and voted, before any other matter. This English arrangement was first introduced five years ago by M. Méline, and works admirably. It saves a good deal of spouting, while economising time. Private notices by members have one day per parliamentary week of four days to indulge in fads and have them thrashed and winnowed. Of course, were the Cabinet composed of heaven-born Ministers, an attempt would certainly be made to out them. With some deputies to trip up the Cabinet constitutes the first of the whole duties of man. Well, after the Budget has been voted the Minister will submit Bills about Education, Old Age Pensions, an Income Tax Scheme, including an Amendment of the Law to rein in religious corporations whose progress across threatens the very life of the Constitution. That will bring the whole force of the Republican party into action, as well as all the splits of the chameleon opposition. It will be a discussion of the "shirt sleeves" order. The Income Tax will be another piece of red popper, as no one wishes to pay more taxes, but they have no objection that they be laid on their neighbours. M. Millerand, Minister of Commerce, and leader of the rational Socialists, will introduce his bill to settle labour disputes by means of compulsory arbitration. A trades' union will be voided if it sanctions that form of solution; if yes, to definite arbitration it will go. There will be no measure entertained calculated to shake the British Empire to its centre. The French at last perceive that that not be comes harder and harder to crack. The Nationalists, or "Wild Men," have nothing to do except to vex the English, who take such lava with philosophical indifference. Old Kruger is the only blind ant they are trying to crack. The more sensible part of the nation is displaying more pluck, and is making its influence more keenly felt; unfortunately, it neglects that duty too long; however, better late than never. But the British Empire is actively engaged reorganising its army and navy, as well as its defenses both at home and abroad. That will cost millions, it is true; surely the preservation of the Empire and the securing its safety and peace are well worth the outlay. The Federation of the British Colonies was a breath-taking surprise, so is the formation of the new Salisbury Cabinet. New men to power, fresh blood added to every State department, and better still, the calm resolution at once to put it into business action. Then the Anglo-German agreement is so much a tower of strength for both Powers; the happy election of President McKinley is another element of superiority to that alliance. After re-organising her army and navy, Britain will certainly give a serious study to her commercial Colonial policy. The Free Admission Day to the Exhibition intended as a treat for the working classes turned out a fizzle. There was no record attendance, while the working classes were conspicuous by their absence. Perhaps there was a larger sprinkling of the new working middle classes, who came to see a monster gathering. But it was the case of the "Spanish fleet," you cannot see it, because it is not in sight. The day passed off very quietly, the police were all on duty, hence no damage was committed. The Big Fair of 1900 hereafter belongs to history. The feeling of gratification that it is all over prevails. France has fêted still on the brain; she proposes to have one on the 31st of December next to honour the death and burial of the nineteenth century. France has the intention of coming out strong from the 1st of January, 1901. She is an old hand in any case at beginning and ending centuries, as history attests.

Respecting the Chinese question, the Celestials contribute no light. Their old play of criminal functionalities committing suicide with "gold leaf and bank notes" is now, but their coming to life again, if only for a few days, is as old as the hills. It is becoming clear that the Allies endeavour to "land" into coalition against Germany and England. That is the tortuous policy of Russia, about whom it would be folly to expect running in harmony for any length of time. She clearly wants to impress on the Chinese groundlings that she constitutes all the Allies. Until the Emperor of China seeks even bachelor apartments in the well-lit Summer Palace, no serious negotiations can be undertaken. Then it is hard to know whether it is the abominable Dowager Empress who reigns, who pulls the strings, or Kwang himself. Prince Tuan and his co-miserables have not yet been sent out to break stones for highways and bye-ways in Tibet. Allow them time to renegeate. But only believe the Chinese scratch: exceptive in is earnest, when they are handed over to Count von Waldersee. It is the general belief that Russia will soon play the bull in the

China-shop. While the Chinese delegates are fiddling the Allies keep their hands to suppress Boxers, burn their villages, and perhaps loot a little. They are killing apparently to mark time, Russia keeping a tight grip of what she holds.

Marconi's wireless telegraph is accepted as a success, but the Government is puzzled and crippled how to act, in consequence of having made so many concessions to land lines. Some solution must be found out for the difficulty; the public cannot be expected to continue paying fancy prices for wires when their messages can be transmitted for next to nothing by the Marconi system. The latter as yet cannot be utilized for long distances, but that will come. Only sanction its use for short distances, between inland towns, and so make telegrams as common as postage stamps. Marconi would inaugurate the penny messages.

The Duke of Wellington said it was easy to march 30,000 soldiers into Hyde Park, but he only knew of two men who could readily march them out. [The English War Office with all its faults, remark the French, did indeed accomplish a great achievement in sending 200,000 soldiers across the Ocean in four months; they, however, observe that a block now exists in Africa in reference to bringing them back. But an enthusiast has remarked that that is nothing serious, considering that Englishmen were created to conquer difficulties. Satisfaction is expressed in the Anglo-Saxon colonies on the Continent that Lord Roberts has made up his mind to finish with the tag, rag and bob-tail of the Boer forces, who have chosen to turn veritable brigands. His policy of leniency has been laughed at, and his generosity spurned. "Let us be friends," said Grant to Lee, when the latter had been beaten. The Boers do not understand that civilisation, so their remnants must be taught it in a drastic manner, as Sheridan illustrated in his forest rides, and the Germans with the *frances-tireurs* in 1870-71. War cannot be conducted on rose-water principles. Turenne won the Palatinate by making it a waste, but it was differently recovered. Now Lord Roberts' new schemes to "palatinate" a little the conquered colonies is justifiable; seize property where desirable, destroy residences where rebels in the field have their families well fed and cared by the British; take away the stock, make some telling confiscations, apply drastic punishment to whoever acts as scout or purveyor of food or war-supplies to the raiders, or gives them shelter. Matters will then soon change. It will be Kitchener's policy when he succeeds Lord Roberts. There is no use treating bands of assassins and wreckers with consideration; shoot down any recognized leaders. In course of time Baden-Powell's police can take up the running. If there be any good men and true, whose loyalty has stood the test, among the Dutch, show confidence in their conduct by entrusting them with some employment where they can do no harm.

Motor-cars or automobiles and chrysanthemums wound up the last day of the Exhibition. The chrysanthemum is the flower of the day; to all appearances it has superseded every other flower for the decoration of cemeteries—on All Saints' Day—*Le Jour des Morts*, as it is known in France—for example, when all mourners had some in their annual pilgrimage to the graves of relatives and friends. At the Exhibition the motor-car flower *jet*, is admitted to have been the most attractive spectacle which the Big Show ever produced or displayed. The cars, 300 in number, were divided into three classes according to their richness and build; they were decorated with various flowers, violets, roses, ox-eye daisies, as well as chrysanthemums, and produced a very artistic effect. The weather was superb, while ladies used their flower ammunition most liberally. The procession in the grounds was opened by a squadron of cavalry, then followed military music. The crowd was very large, and five tickets were exacted for admission instead of one—this enabled many to sell their stocks at original prices. In the evening another procession was formed, the cars being illuminated with lanterns and electric light. This was very fine, and attracted much applause. The electric motor-cars had all sympathy, petroleum ones causing too great an unpleasant odour.

The season at the Riviera promises to be an important improvement on those of the last two years, when the Anglophobia fever was at its height, as the consequence of the exposure of the Fashoda trick. The English are slowly dropping in, and much may be done to revive old custom if the French really work in that spirit. However, landing Old Kruger at Marseilles and fitting him everywhere a municipality can, is certainly not the best way to renew confidence with the British winter resident abroad. A noble example of self-devotion is reported from Savigny-le-Bonne. Madame Bonnard, a young married lady, was recently burnt severely through a lamp upsetting; her chest suffered most. As new flesh had to be grafted, the surgeons made inquiries for some healthy person, who would be handsomely rewarded. A few minutes had hardly elapsed when the husband courageously offered his body to the surgeons. Strips of flesh were removed from his arms, the grafting succeeded to perfection, and the two fishes are now one. Both patients are doing well.

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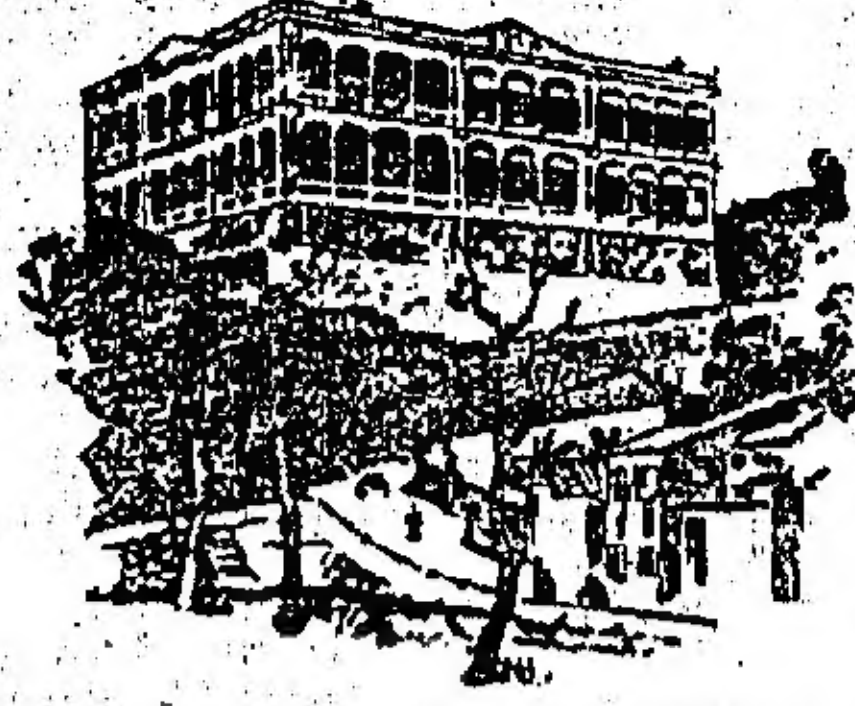
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EVERY KIND OF SPORTING REQUISITE.

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Gunsmiths,
Hongkong, 22nd September, 1900. [1213]

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CURRIES A SPECIALITY
Every Home Comfort
Electric Lights throughout the Hotel.
Electric Bells.
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Terms Moderate.
SARKIES BROTHERS,
Proprietors.
Hongkong, 18th August, 1900. [921]

IMPERIAL BANK OF CHINA.

NOTICE

WHEREAS the IMPERIAL BANK OF CHINA'S Promises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—
100,000 Notes of 5 Maes each—
Nos. 0001 to 100,000.
100,000 Notes of 1 Tael each—
Nos. 0001 to 100,000.
20,000 Notes of 5 Taels each—
Nos. 0001 to 20,000.
10,000 Notes of 10 Taels each—
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The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.
By Order of the Board of Directors.
For the IMPERIAL BANK OF CHINA.
(Sgd.) A. W. MAITLAND,
Acting Chief Manager.
Hongkong, 20th September, 1900. [2450]

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CAPITAL YEN 12,000,000 ANNUAL OUTPUT 300,000 TONS.

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DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 80
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Hongkong, 30th November, 1900. [3014]

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Apply to—
LINSTEAD & DAVIS.
Hongkong, 1st December, 1900. [3023]

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NO. 5, CHANCERY LANE, A SIX-ROOMED HOUSE.
Apply to—
No. 11, CAINE ROAD.
Hongkong, 6th December, 1900. [3076]

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Apply to—
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Secretary.
Hongkong & Kowloon Wharf & Godown Co., Ltd.
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A HOUSE in RIFON TERRACE.
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BOARD AND RESIDENCE.

MRS. GILL ANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
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MRS. SIDNEY JEFFREY.
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FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

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AT
No. 39, QUEEN'S ROAD CENTRAL.
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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON, &c. via PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CALOMAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSSES	Brit. str.	—	O. Capper	MILCHERS & CO.	On 14th inst.
BAELEN, VIA PORTS OF CALL	KONG ALBERT	Ger. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	INABA MARU	Jap. str.	—	Durande	MESSAGERIES MARITIMES	On 14th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 17th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHINANO MARU	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th inst.
HAYRE, BREMENHAVEN & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th inst.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
HAYRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakle	CARLOWITZ & CO.	On or about 30th inst.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—	E. G. Warner	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK	GLENARTNEY	Brit. str.	—	Hansen	CARLOWITZ & CO.	On 12th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	—	On 21st inst.
NEW YORK	R. MORROW	Brit. ship	—	—	—	On or about 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
VICTORIA, B.C. & TACOMA VIA FOCHOW, &c.	GLENOGLE	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	On 19th inst.
VICTORIA & VANCOUVER, B.C. & INLAND SEA, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	—	J. Moluys	U. & O. S. N. Co.	On or about 31st inst.
SAN FRANCISCO VIA AMOY, &c.	GAELIC	Jap. str.	—	—	—	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	—	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	—	—	On 18th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	CHARLIE CITY	Brit. str.	—	—	—	On 27th inst., at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	St. John George	GHU, LIVINGSTON & CO.	On 14th inst., at 4 P.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	—	Anderson	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
KOBE & YOKOHAMA	TSINAN	Jap. str.	—	S. Sato	JARDINE, MATHESON & CO.	On 13th inst., at 4 P.M.
KOBE & YOKOHAMA	YEDO MARU	Jap. str.	—	J. McKensie	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	Th. Nissen	STIEMSEN & CO.	On 13th inst., at 4 P.M.
SHANGHAI	DAPHNE	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	—	Dowson	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WOOBUNG	Jap. str.	—	S. Barcham	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	BENGAL	Ger. str.	—	C. D. Bennett	EAST ASIATIC TRADING CO.	On 15th inst., at 5 P.M.
SHANGHAI	LYEEMOON	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
SHANGHAI	CHUAN	Brit. str.	—	P. Wotkin	MILCHERS & CO.	On or about 25th inst.
SHANGHAI & JAPAN	PRINCESS IRENE	Ger. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 16th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	AKASHI MARU	Jap. str.	—	S. Asumi	MITSUBI BUSSAN KAISHA	On 12th inst., at Daylight.
FOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	On 16th inst., at Daylight.
SWATOW, AMOY & TAIWAN	TAMSI MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & TAIWAN	CHINGTU	Brit. str.	—	Kofner	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	A. Ramsay	SHAW, TOMES & CO.	On 13th inst., at 5 P.M.
MANILA DIRECT	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	BORNIADA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	To-morrow, at Noon.
SINGAPORE, PENANG & BOMBAH	SUBANG	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	On 13th inst., at Noon.

SHIPPING.

ARRIVALS.

Dec. 8, AMBRIA, German steamer, 3,288, A. Hagnot, Kobe 2nd December, General—CARLOWITZ & CO.

Dec. 8, HANOI, French str., 749, Pannier, Haiphong 5th December and Hoihow 7th, General—A. R. MARY.

Dec. 8, TAIKANG, British str., 1,544, S. Wilde, Shanghai 1st Dec., General—JARDINE, MATHESON & CO.

Dec. 8, KACHIDATA MARU, Japanese str., 2,143, S. Niki, Moji 2nd December, Coal—M. B. KAISHA.

Dec. 8, ETURBIA, British str., 1,040, Jas. M. Hay, Moji 3rd Dec., Coal—JARDINE, MATHESON & CO.

Dec. 8, GRAYA, Italian trapt., 1,798, F. Ansaldo, Taku 4th December—CARLOWITZ & CO.

Dec. 8, HONG WAN I, British str., 2,063, Frapp, Singapore 1st Dec., General—CHINESE.

Dec. 8, KINSUN MARU, Japanese str., 2,389, A. Fraser, Moji 4th Dec., General—N. Y. KAISHA.

Dec. 9, ANPING, British str., 1,153, H. Barlow, Shanghai 9th Dec., General—CHINESE.

Dec. 9, ANPING MARU, Jap. str., 1,053, S. Atsumi, Anping 5th December, Amoy 6th and Swatow 8th, General—M. B. KAISHA.

Dec. 9, BENGAL, British str., 2,451, S. Barcham, Bombay 21st Nov., Mails and General—P. & O. S. N. Co.

Dec. 9, BORNIADA, Italian str., 1,489, G. Sartorio, Singapore 30th Nov., General—CARLOWITZ & CO.

Dec. 9, CHOWAI, German str., 1,115, Morris, Swatow 8th Dec.—BUTTERFIELD & SWIRE.

Dec. 9, HAYAN, British str., 1,133, Roach, Fochow, Amoy and Swatow 8th Dec., General—DOUGLAS LAUREN & CO.

Dec. 9, HOIRAO, French str., 507, Merlees, Pakeho and Hoihow 8th Dec., General—A. R. MARY.

Dec. 9, PELATO, British str., 1,100, E. A. Binns, Fochow 7th Dec., General—CHINESE.

Dec. 9, SUZAN VAN LANGKAT, Dutch str., 1,510, Blomberg, Pulo Sambo 26th Nov. and Swatow 8th Dec., Oil—MYXER & CO.

Dec. 9, TAIKONG, British str., 1,469, Fowell, Palembang 30th Nov., Oil—ARNHOLD, KARBURG & CO.

Dec. 9, YUENSANG, British str., 1,123, P. H. Rolfe, Manila 6th Dec., General—JARDINE, MATHESON & CO.

Dec. 9, WINGSANG, British str., 1,517, Sellar, Canton 9th Dec., General—JARDINE, MATHESON & CO.

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Maidnu Maru, Japanese str., for Swatow.

Haiting, French str., for Haiphong.

Haiting, British str., for Haiphong.

Kachidata Maru, Jap. str., for Katschinotzu.

Hong Wan I, British str., for Amoy.

Victoria, Swedish str., for Hoihow.

Tacoma, British schooner, for Manila.

DEPARTURES.

Dec. 7, ITATRA, British transport, for Calcutta.

Dec. 8, SOBBAON, British str., for Europe.

Dec. 8, AUSTRALIA, Brit. str., for Shanghai.

Dec. 8, FUCHU, British str., for Canton.

Dec. 8, TETRUBAN MARU, Japanese str., for Katschinotzu.

Dec. 8, ENBERALDA, British str., for Amoy.

Dec. 8, LOONSHANG, British str., for Manila.

Dec. 8, DAYBREAK, British str., for Shanghai.

Dec. 8, PAX, British str., for Hoihow.

Dec. 8, THALES, British str., for Swatow.

Dec. 8, MAUSANG, British str., for Sandakan.

Dec. 8, DARDANUS, British str., for Shanghai.

Dec. 8, WAKABA MARU, Jap. str., for Y. Hama.

Dec. 8, VALADA, British trapt., for Calcutta.

Dec. 8, MAIDNU MARU, Japanese str., for Swatow.

Dec. 9, ELKING, French str., for Haiphong.

Dec. 9, HAIKONG, British str., for Haiphong.

Dec. 9, KACHIDATA MARU, Japanese str., for Katschinotzu.

Dec. 9, HONG WAN I, British str., for Amoy.

Dec. 9, VICTORIA, Swedish str., for Hoihow.

Dec. 9, TACOMA, British str., for Tacoma.

Dec. 9, BITZEN, British schooner, for Manila.

VESSELS IN DOCK.

ABERDEEN DOCK—Tartar, Chas. H.M.S. Other, Empress of Japan, Lungking, Zaire, Golden, H.M.S. Sandpiper, Haitan.

WILSON'S DOCK—Tacoma, Taingtan, Scindia.

SHIPPING REPORTS.

The British steamer *Pelago*, from Fochow 7th December, had fresh N.E. wind and sea with fine weather throughout.

The British steamer *Trigona*, from Palembang 30th Nov., had strong N.W. gales with high sea and very strong passage.

The Japanese steamer *Anping Maru*, from Amoy, Amoy and Swatow 8th Dec., had moderate N.E. breeze and fine, clear weather.

The British steamer *Eturba*, from Moji 3rd December, had moderate northerly breeze and fine weather till after passing Tarnatou, when wind and sea increased to fresh gale with rain at intervals.

The British steamer *Anping*, from Shanghai 6th December, had strong northerly winds from Woomung to Steep Island, then wind increased to moderate gale from the N.W. with high sea to Nanki; from there to Lamook strong N.N.E. gale with very high following sea and dull, gloomy weather; from thence to port moderate monsoon and fine with gradually following sea.

The British steamer *Haitan*, from Fochow, Amoy and Swatow 8th Dec., had light northerly breeze, smooth sea, cloudy weather, with occasional misty rain to Amoy. From Amoy to Swatow strong N.E. breeze, considerable sea, fine and clear weather. From Swatow to port moderate N.E. and N. breeze, fine and clear weather. Vessels in Fochow—H.M.S. *Mohawk*, str. *Pelago*, *Haichin* and *Macedonia*. In Amoy—H.M.S. *Argonaut*, str. *Charterhouse* and two Japanese cruisers. In Swatow—Str. *Yueyang*, *Fookwang*, *Wongkoi*, *Hacon* and S.M.S. *Bussard*.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG," Captain Dowson, will be despatched as above TO-DAY, the 10th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th December, 1900. [3065]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above TO-MORROW, the 11th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th December, 1900. [2853]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND.

PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above TO-MORROW, the 11th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th December, 1900. [2954]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 13th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 28th November, 1900. [1443]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOGLE	3,750	W. Frakes	December 15
DUR OF FIFE	3,821	J. S. Cox	December 27
QUEEN ADELARDE	2,932	F. McNair	January 2
VICTORIA	3,502	J. Panton	January 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232. Excellent accommodation. First class Table. DOCTORS and STEWARDESSESS carried. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLODYNE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 7th December, 1900. [110]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

(FREIGHT SERVICE). (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAYRE, BREMENHAVEN AND HAMBURG.	About 8th December. Freight.
ARAGONIA	HAYRE & HAMBURG.	About 20th December. Freight.
WITTENBERG	HAYRE & HAMBURG.	About 30th December. Freight.
SAMBIA	HAYRE & HAMBURG.	About 8th Jan., 1901. Freight.
HOLSATIA	HAYRE & HAMBURG.	About 20th Jan., 1901. Freight.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER RAUCHTAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, LONDON, &c. TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	BENGAL	Noon, 10th Dec.	Freight or Passage.
LONDON	SOCOTRA	About 13th Dec.	Freight only.
LONDON, &c.	T. H. Hide, R.N.R.	Dec.	See Special Advertisement.
SHANGHAI	CLYDE	Noon, 22nd Dec.	Freight or Passage.
SHANGHAI AND JAPAN	CHUAN	About 22nd Dec.	Freight or Passage.
PAN	C. D. Bennett, R.N.R.	About 24th Dec.	Freight or Passage.

PASSENGER SEASON, 1901. as. PLASSY 7,340 tons. March 30th. MARSEILLES and LONDON Direct. as. SOBBAON 7,382 tons. April 27th. Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th December, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 28th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.
BAYERN	WEDNESDAY 20th March, 1901.
STUTTGART	WEDNESDAY 3rd April, 1901.
KONIG ALBERT	WEDNESDAY 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY 1st May, 1901.
PRINZESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 12th day of December, 1900, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Capt. O. Coppers, with MAELS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 10th December, Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 11th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 29th November, 1900. [3]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900. "EMPEROR OF CHINA," Comdr. B. Archibald, R.N.R., WEDNESDAY, 16th Jan., 1901. "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 13th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

VESSELS ON THE BERTH
CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" On 10th Dec.
3,002 Tons. On 25th Dec.

THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOJI, KOBE,
YOKOHAMA and HONOLULU, on
MONDAY, the 10th December.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 6th December, 1900. [14]

IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"PRINZESS IRENE,"

OF THE NORDDEUTSCHER LLOYD,
Captain P. Wettin, due here with the outward
German Mail about the 9th inst., will leave for
the above places about 36 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents,
Hongkong, 8th December, 1900. [8]

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE AND ROME) UNITED
COMPANIES.

STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Steam-
ers to ADEN, SUZ, PORT SAID, MESSINA,
NAPLES, LEBRON and GENOA, also
VENICE and TRIESTE, all MED-
ITERRANEAN, ADRIATIC, LI-
VANTINE and SOUTH AM-
ERICAN Ports up to
CAYMAN.

Taking Cargo at through rates to PERMAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship
"BORMIDA,"

Captain Sartorio, will be despatched as above
TO-MORROW, the 11th inst., at NOON.
At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents,
Hongkong, 3rd December, 1900. [7]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship
"GLENARTNEY,"

Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents,
Hongkong, 8th November, 1900. [2940]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"SUISANG,"

Captain Tadd, will be despatched as above
on THURSDAY, the 13th inst., at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 7th December, 1900. [3094]

FOR KOBE.

THE Steamship
"YEDO MARU,"

Captain S. Saito, will be despatched as above
on THURSDAY, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents,
Hongkong, 7th December, 1900. [3005]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"

Captain Rolfe, will be despatched as above
on THURSDAY, the 13th inst., at 4 P.M.
This steamer has superior accommodation for
First class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 7th December, 1900. [3080]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"TSINAN,"

Captain Anderson, will be despatched as above
on THURSDAY, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 8th December, 1900. [3044]

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC OCEAN, CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

Corinth (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) TUESDAY, Jan. 29, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and partic-
ulars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 19th November, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 19, at Noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, at Noon.

Akashi Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 7, at Noon.

THE Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day. All Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 26th November, 1900. [5]

VESSELS ON THE BERTH
THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship
"DIAMANTE,"

Captain A. Baines, will be despatched as above
on THURSDAY, the 13th inst., at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 6th December, 1900. [3082]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE,"

Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DUBLIN.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 21st November, 1900. [2948]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th December, 1900,
at 1 P.M. the Company's Steamship
"ERNEST SIMONS," Captain Durande,
with Mails, Passengers, Specie and Cargo, will
leave this port for MARSEILLES via ports of
call, WITHOUT TRANSIT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 16th
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent,
Hongkong, 8th December, 1900. [2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship
"CLYDE,"

Captain A. L. Valentini, carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 22nd Decem-
ber, at Noon, taking passengers and cargo for
the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent,
Hongkong, 10th December, 1900. [1]

FOR NEW YORK VIA PORTS AND SUZ
CANAL.

With Liberty to Call at MANILA.

THE Steamship
"HUDSON,"

will be despatched for the above port about the
end of December, and will be followed by the
Steamship
"POLAR ST. JEANEN"

about the middle of January, 1901.
For Freight, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 3rd December, 1900. [3045]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th December, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
STERN OF MAINE, American ship, Colcord—
Standard Oil Co.

VESSELS ON THE BERTH
THE OSAKA SHUSEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship
"AKASHI MARU,"

Captain K. Bunko, will be despatched for the
above ports on WEDNESDAY, the 18th
instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 8th December, 1900. [2924]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship
"VERONA,"

Captain Hansen, will be despatched for the
above port on FRIDAY, the 15th Decem-
ber, at NOON.

For Freight, apply to
CARLOWITZ & CO.,
Agents,
Hongkong, 8th December, 1900. [3068]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) THURSDAY, Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 5th December, 1900. [3]

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship
"ADATO,"

2,145, Captain J. McIntyre, will be despatched
for or about 30th Dec. for PORTLAND (OR.)
VIA MOJI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to any point
in the United States and Canada.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Underwriter
until the same time. All Parcels should be
marked to address in full.

Value of same is required.
Consular Invoices, to accompany cargo
destined to points beyond Portland (Or.), should
be sent to the Company's Office, addressed to
the Collector of Customs, Portland (Or.).

For further information as to Freight rates,
&c., apply to
ARNHOLD, KARBURG & CO.,
Agents,
Hongkong, 24th November, 1900. [2935]

VESSELS ON THE BERTH
SHEWAN-TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"DEVONSHIRE,"

will be despatched for the above port on or about
the 30th December, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 8th December, 1900. [2858]

FOR NEW YORK.

THE 3/3 L. II British Bark
"R. MORROW,"

Shortly expected from MANILA, will load here
for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents,
Hongkong, 13th November, 1900. [2983]

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship
"WAKASA MARU,"

having

